
MEDIA RELEASE



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SCAG APPROVES SWEEPING LONG-RANGE TRANSPORTATION BLUEPRINT

**Strategic Road, Rail, Transit Investments, Meeting Airport Demand, Developing New Funding Sources
Among Challenges Addressed By *Destination 2030***

LOS ANGELES – How long will our commute take in 25 years? How will our airports handle growing demand? How can transit become a more attractive travel option? How will we move goods in and out of the region? These are just some of the questions addressed by ***Destination 2030***, the 2004 Regional Transportation Plan (RTP) approved today by the Southern California Association of Governments' (SCAG) Regional Council. Individual transportation projects within the region must be in ***Destination 2030*** to be eligible for state and federal funding.

Southern California is projected to have six million new residents and three million new jobs by 2030. Prior to developing ***Destination 2030***, SCAG undertook an unprecedented growth visioning effort, using demographic trends, policy debate and extensive public involvement to examine how land use and transportation planning efforts relate to one another. As a result, ***Destination 2030*** is specifically designed to help Southern California accommodate this anticipated growth, achieve a more desirable and livable vision for the region and maximize the performance of limited transportation dollars.

"This is more than a long-term transportation plan. ***Destination 2030*** represents a comprehensive vision for a healthier, safer, more livable region," said Brea City Councilmember and SCAG President Bev Perry. "To provide the next generation with a strong, viable, and affordable transportation system, Southern California must work hard today to ensure that the investments we make maximize the performance of our transportation network."

SCAG unveiled ***Destination 2030*** last October for an extensive round of public review that resulted in thousands of comments on the plan. The plan represents a comprehensive 25-year blueprint for Southern California's transportation future and includes hundreds of investments and recommendations, such as:

- Maintenance and improvement of existing road, highway, rail and transit systems.
- Development of new High-Occupancy Vehicle (HOV) Lanes to fill gaps in the HOV network.
- A regional approach to handling airport passenger and cargo demand, as well as ground access improvements to airports.
- Implementation of Rapid Bus Transit Corridors, increasing capacity of the Metrolink system, and other key improvements to our transit systems.
- Road and rail capacity enhancements and other improvements to our goods movement infrastructure.
- Development of an intra-regional high-speed transportation system based on Magnetic Levitation, or MagLev, technology that connects Southern California's major population and transportation centers, as well as our airports.
- Investments in Intelligent Transportation Systems, bikeways and pedestrian facilities.

- more -

“With ever-increasing congestion on Southern California’s existing road, rail and airport networks, our region’s economic health will be jeopardized by our ability to handle ever-growing demands,” said Temecula Councilmember and SCAG First Vice President Ron Roberts. “If we don’t start making serious investments in our infrastructure now, the Southern California we leave to our children will suffer.”

One of the most pressing challenges facing Southern California is a multi-billion dollar shortfall between available resources and what funding will be required to develop and maintain needed transportation priorities. Specifically, dwindling gasoline tax revenues, the sunset of sales taxes in several counties by 2010 and other factors will leave Southern California with scarce funds to maintain the existing system and institute short-term capital improvements. The funding crisis may be exacerbated by budget deliberations currently taking place in Sacramento that could result in the diversion of billions of additional transportation dollars to the region. Even with currently identified federal, state and local revenue sources, there will barely be enough funding to maintain Southern California’s existing transportation system, leaving virtually no resources available for new strategic investments in priority transportation improvements.

Destination 2030 recommends a series of alternatives to address the projected funding shortfall and to allow for key investments in the transportation network. Implementation of these funding alternatives would overcome the existing shortfall and allow for approximately \$31 billion in new strategic transportation investments. The plan also proposes a series of innovative public-private partnerships to help finance the development of other critical transportation improvements throughout the region. In sum, the plan includes more than \$210 billion in transportation projects funded through a combination of public and private sources between now and the year 2030.

Destination 2030 will now undergo a review and approval process by several federal agencies, including the Federal Transit Administration and the Federal Highway Administration. The plan must be certified by the federal agencies no later than June 8, 2004 for the region to maintain its conformity to federal air quality standards.

[EDITOR’S NOTE: For more information about *Destination 2030*, please visit the SCAG Web site at www.scag.ca.gov. Background information can also be obtained by calling Jeff Lustgarten of Cerrell Associates at 323/466-3445 or Don Rhodes of SCAG at 213/236-1840.